Accident Prevention FORMula

By SGM Samuel Reynolds

How many times have you wished for a crystal ball that would identify the soldier that's going to have the next accident?

Such a device would allow you to prevent the accident and guarantee mission accomplishment. A crystal ball isn't the answer when it comes to identifying high accident risk in soldiers, but "The Next Accident Assessment" form is a reliable substitute.

The form assists leaders in identifying the risk-generating factors every individual possesses. Individuals with high risk factors are more susceptible to human error accidents—and human error causes 80-percent of all ground and aviation accidents.

Risk is a leadership imperative that can be assessed and managed to protect the force, enhance training and increase combat proficiency. NCOs need to ask three key questions to raise awareness. These are: **Who will have the next accident in my unit? What kind of accident will it be? What am I doing about it?**

To assist leaders and soldiers in answering the first question, the U.S. Army Safety Center (USASC) developed a tool (one for commanders/leaders and one for individuals) called "The Next Accident Assessment." The assessment is based on the five reasons for human error accidents in ground and aviation operations over the last 10 years.

The form is not a cure-all for accidents, but leaders will find it a useful tool in reducing risks that cause accidents.

Enter the names of the individuals you rate at the top of the accident risk assessment score sheet. As you answer each question , enter the point value for the risk factor under the name of the soldier for whom it applies. Total the points for each and assign a risk factor based on the scale at the end of the assessment.

It's important to note that the commander's/leader's assessment can be used in two ways: First, it can be used to "generally" evaluate each rated soldier; and second, it can be used to evaluate each rated soldier based on the mission at hand. **For Example**: As the platoon sergeant of a transportation battalion, you've been tasked to deploy one squad to support transportation soldiers and equipment 250 miles to port for deployment. Using the form, you determine that one of your four squad leaders is at a greater risk of having an accident than the others.

The one that's identified as having the higher risk has been counseled for poor performance (8 points), has had his civilian drivers license revoked for speeding (8 points), is a 25–year old male (8 points), has one of his trucks deadlined for maintenance (2 points) and has three newly assigned soldiers out of AIT (2 points).

As platoon sergeant, you wouldn't send this squad leader on the mission because he has the highest risk factor of all squad leaders. Or, if it became absolutely necessary to use this squad leader you would implement special control measures to reduce the risk, ie; provide detailed guidance for the task, replace the deadlined truck, and exchange three seasoned drivers for the soldiers just graduated from AIT.

Reynolds is a SGM, U.S. Army Safety Center, Fort Rucker, Alabama.

"The Next Accident Assessment" Score Sheet
For Commanders/Leaders

		Points	person rated	person rated
1. Self-discipline (dependability)—soldiers know and are trained to standard (std), but don't follow std.	*a. Counseled for poor performance (3 times last 12 mos., or more than 4 times last 24 mos.)*	8		
	b. Had at-fault accidents/citations (2-4 last 12 mos or 5 or more last 24 mos	8		
	c. Abused alcohol/drugs (last 12 mos) or referred to community mental health (last 24 mos)	8		
	d. Had judicial/non-judicial punishment (last 24 mo)	8		
	e. GT score 90 or less (enlisted only)	8		
	f. Male under age 25	8		
2. Leadership (enforcement of std) leaders not ready, willing or able to supervise and enforce performance.	*a. Insufficient knowledge/experience (each subordinate who fits this example)*	6		
	b. Tolerates below-standard performance (each subordinate who fits this example)	12		
3. Training (job skills and knowledge)—soldiers lack training to perform tasks to std.	*a. MOS SDT (SQT) score less than 70*	9		
	b. Not proficient in assigned tasks outside MOS (has not received OJT, school, unit, task training)	9		
4. Standards—soldiers performing tasks for which task-condition-standard or procedures	*a. Do not exist (example: two vehicles operating in opposite directions on test track run into each other because there is no std on track direction)*	4		
	b. Are not clear/practical (example: TM shows soldier changing 195-pount tire by himself	4		
5. Support—soldiers not receiving support needed to perform task to std.	*a. Personnel (not full crew, wrong MOS, not trained to std)*	2		
	b. Equipment (TA-50, weapons, transportation, safety)	2		
	c. Supplies (ammo, fuel, food, water, parts, clothing, publications)	2		
	d. Services/facilities (maintenance, medical, personal svcs, storage)	2		

Points: 0-20 Risk: Low (L)
21-30 Medium (M)
31+ High (H)

Each Person's	Points		
	Risk		